



Sportwagon
Greenbrier



Pickups
Rampside - Loadside

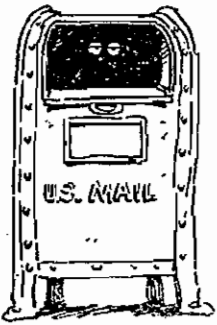


Van
Corvan



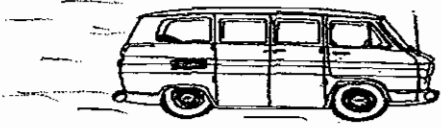
Vol. 29, No 4 July -August, 2001

A Chartered Chapter of CORSA - Corvair Society of America



*Letter
From
The
President!*

FOR THE
CONVENTION TO COME . . .



Continued on page 4

PRESIDENT

JIM HAS

BEEN SO

BUSY AND IS

SO ANXIOUS

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FOR SALE: 1962 Corvair 95 Rampside. 1961 80 hp car engine, alternator conversion. Electric in-tank plus mechanical fuel pump, 4-spd., '62 Monza dash trim (FC speedo) chrome bumpers, rear grill, 14" wire wheel covers, painted in 2000. AM/FM cassette, new tires, master cylinder, muffler, tailpipe, gas tank sender, e-brake cable. Includes spare axle and bearing. Drive anywhere - delivery available. As is: \$3000. With '64 FC block, sheet metal, turned crank, new cam and Wall's engine 'B' kit including pistons, rings, bearing, seals, cylinders, etc. \$3500. Call Larry Schmuhl 973-423-5288, LSchmuhl@juno.com. Truck is located near Dallas, TX.

FOR SALE: Greenbriers & Vans (7), Rampside (4), early Coupes (8), '62 8-door Greenbrier with engine (early car), '64 8-door Corvan, no engine, straight body, very restorable, '65 4-door complete, powerglide, 110 engine core. Most are good, rust-free bodies, some complete with drive train, '62 Monza Station Wagon, stick, trans there, but no engine. All inside in two barns. Also many engines and parts. Recent serious back surgery prevents me from continuing restoration work. Am very anxious to sell the above. Herb Martin, P.O. Box 148, Crabtree, OR 97335. Call 541-967-9013, 10:00-10:00. Will accept collect. (OR)

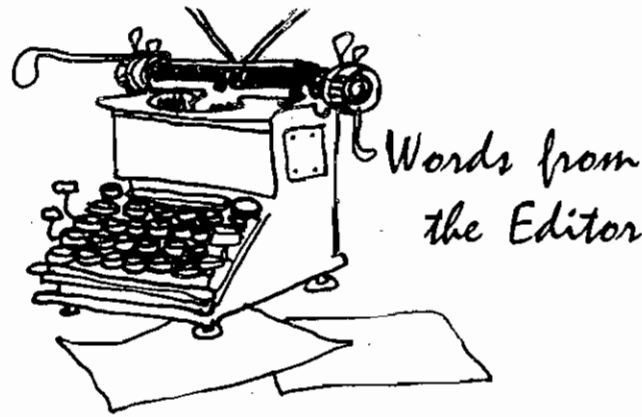
WANTED: Any year Rampside in fair to good condition. A running engine is not as important as a fair to good body. I have been searching for about two years, now it is time to get serious. Rampside located in the Northeastern part of the U.S. (PA, NJ, DE, NY, MD, OH) would be best. Please contact me if you know of a Rampside for sale. Ben Stiles (717) 687-7558 or bens-bus@worldnet.att.net (PA)

FOR SALE: 2 FC bumpers. REDUCED! Now \$70 or 2 for \$125. Distributor Dust Covers for '62 - '68 \$7 or 2 for \$12. J. H. Tulley, 348 Edgelake Dr., Kingston, TN 37763, cmjhtn@esper.com. (TN)

WANTED: '62 - '65 Greenbrier 4-speed, good to very good condition, solid body, no rust buckets or bondo sleds, healthy drive train, clean interior, at least reasonably complete original vehicle. Jim Pennell, 544 Stanton Rd., Arroyo Grande, CA 93420, 805-474-1316, almajim544@netscape.net

FOR SALE: FC Door Latch Repair. Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front doors pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price: \$20 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Lane, Fillmore, CA 93015, (805) 524-5096. (CA)

FOR SALE: Since I have received no offers for my '63 8-door, so I will be parting it out. If you have any needs for parts for an 8-door please contact Bob Ehreulich 1728 Manor Parkway, Sheboygan, WI 53083 or call 920-458-1170 before 8:00 or after 3:30 CDT. (WI)



Since time flies and it is that time again I am at my keyboard "penning" a few more works to you the avid *CorvanAntics* reader.

I have just come in the house from spraying the door jambs and door edges, etc. in my latest project . . . my Lakewood. For those of you who have painted any cars and especially when you are changing the color, or when the inside is in as bad a need for repainting as the outside, you know what a ghastly job that is. Now double it when you are painting the interior a different color from the outside. AAAAAAHH! Poor editor. Well, that's my sob story for this issue.

Otherwise things seem to be going well. It is nearly Convention time and this is my fourth to the last issue as editor. Some would say it is a paradox to put both those events in the same sentence; the Convention is a time of joy and good times and the editorship is . . . well not exactly agony. But as I approach the end of my sixth year it is becoming a bit of a tire. And I keep warning you so that when that time comes around and you have no editor . . . well don't say I didn't warn you. I hope to see some of you at the Convention and I plan to make a pitch for a new editor at our Corvanatics meeting. But how about you, ya you. You read the English language with some degree of mastery don't you. Writing is no different, especially when someone else is doing the writing, and all you have to do is put it in some pleasantly reading fashion. So, I'm laying down the gauntlet, consider taking over the job of editor of *CorvanAntics*, PLEASE!

Okay, I'm off my soapbox now and back to the issue at hand. A little play on words there I suppose. Secretary-Treasurer Diane and Bob have been in their Ultravan for some time already traveling around the country. She has written a note found elsewhere in this newsletter concerning her absence from duties until September. But, they'll be at the Convention. Also at the Convention will be some extra copies of *CorvanAntics*. These are for your use in trying to induce other CORSA members to become Corvanatics members as well. Just give them a copy and use your most persuasive dialog to get them to join in with the fun. Where else could they get such a deal for only \$6 a year! It's an outrage!

Also in this issue is another story of the travels of Dave Palmer and Valveta. It's a hoot.

It really is a shame to waste such a beautiful

Continued on page 7.

Corphibian continued from page 4

chambers. My father had some about twenty-five years earlier that he used to make an ice-box for the camper. But where would I find this now?

By chance I had to make a business trip to Yuma, Arizona. The facility had just completed a renovation of their vegetable cooling warehouse. Lo and behold there sat a pile of this same styrofoam I was thinking about. They gave me a sheet large enough to make several toy boats. On the long drive home I was working out just how to build this first Corphibian copy for next year's Palm Springs event.

I would have to glue two pieces of material together. This would give me a cube large enough to make a Loadside body. I soon found out that almost all contact adhesives melt the heck out of this foam material. I had to use a water-based construction adhesive. Pressing the two halves together with SCUBA weights worked good until the glue was dry. Now it took a selection of photos of my Dad's Rampside to get the perspective on where to cut and trim the foam. This stuff cuts easily with a saw and sands smooth without breaking out chunks like other styrofoam. Before too long--hours and hours--I had an outline of a Loadside taking shape. After a final sanding to make everything smooth, it came time to cut out the truck bed for the motor and radio controls. These items would be scrounged from a Radio Shack race car. They have some great sales after Christmas, so a two-speed model with a good steering servo was selected. Cost for the donor car? About \$30.00. A complete tear down offered almost everything I needed. But some parts will have to be hand made.

In true Corvair fashion, I would scrounge or make most of the parts. A propeller will be needed and a



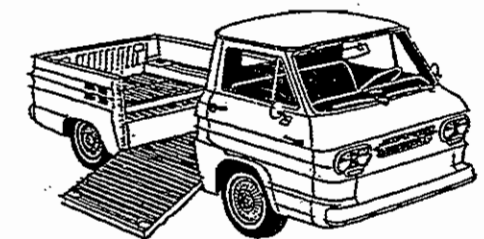
propeller shaft. I could buy a brass tube to run the prop shaft through and I found a 3/16 brazing rod that fit through the tube just perfectly. For the prop I fabricated a three-blade unit from a disk of a coffee can and brazed it to the prop shaft. I had shaped each blade to be able to bend a good pitch to push as much water as possible. The rudder was made out of some clear acrylic, shaped and drilled to an extended shaft from the self-centering steering servo. Now I had to modify the drive motor and gear box to accept the prop shaft secured in the axle with epoxy. Everything including the radio receiver was positioned in the truck bed. I added a keel to stabilize the forward momentum and counter-balanced the truck body for proper trim in the water.

Now I had to coat and seal the body. I had decided to coat the whole thing with a red-colored rubber spray material sold to coat hand tool handles. The problem with this stuff is that it melts styrofoam. I found a solution by coating the entire truck body with a latex primer paint. It took about eight coats, sanding smooth between each coat. Next came painting the white stripe, outlines for the doors, tires and tailgate. With small gauge welding wire and acrylic I fabricated windshield wipers, door handles, bumpers, headlight and taillight assemblies. A 22 cal. bullet cartridge made a perfect fuel filler and cap. I used black pen striping tape for the engine air inlet grills. Initial test runs in my friend, Jack Stethem's, pool demonstrated good performance. The most outstanding performance test was the ability of this Corphibian to transport a full bottle of champaign across the full length of the pool! Finally, my neighbor, who happens to be a part-time cabinet maker, fabricated for me an overly-fancy storage box to keep this model in. The box is a bit extreme, but it keeps the Corephibian in nice condition from year to year.

With the official unveiling in 1990 of the Palm Springs event, the Corphibian was a hit with the crowd. But even more exciting is the growing number of middle-aged children who are inventing their own versions of radio-controlled Corvair boats. A really good example is Vance Piper's Greenbrier, that makes a delightful raspberry sound. He has managed to boost the battery power to beat the Corphibian in a one-on-one drag race in recent years. Dave Statland has made a remarkable copy of his Corsa coupe. His entry debuted in 2000 and will evolve into a true competitor. A couple other Corvair boats had mechanical problems, but we can look for them next year.

So there is more than one Corphibian, and the fleet seems to be growing. For a group of kooks in the world of Corvairs, this has been a world of fun. How about joining in?

Dave Palmer



FROM YOUR TREASURER

DIANE GALLI, SECRETARY-TREASURER

Corvanatics is again in fine financial condition. It seemed such a waste to have so much money in a checking account that, with the blessing of your Directors, a Certificate of Deposit (CD) was purchased for \$4000.00. This CD will mature December 21, 2001.

Our Club membership is still holding around 300 members. Our web page is still a popular place to recruit new members.

TREASURER'S REPORT

June 1, 2000 to May 31, 2001

Bank Balance, June 1, 2000		\$5,294.48
Receipts:		
Dues.....	\$1,718.00	
Advertising	75.00	
Merchandise	143.00	
Total	<u>\$1,936.30</u>	
Total		\$7,230.78
Disbursements:		
Newsletter & Printing.....	\$ 729.42	
Postage	790.71	
Supplies	43.85	
Miscellaneous	20.00	
Certificate of Deposit ...	<u>4,000.00</u>	
Total Disbursements	<u>\$5,583.98</u>	
		\$1,646.80
Bank Balance May 31, 2001	\$1,373.30	
Cash on Hand, May 31, 2001	<u>273.50</u>	1,646.80
Certificate of Deposit		<u>4,000.00</u>
Total Net Worth, 5-31-01		\$5,646.80
Total Net Worth, 6-1-00		<u>\$5,401.48</u>
Net Increase		\$ 245.32

Letter from the President continued from page 1

THAT HE

IS SPEECHLESS!!!

SEE YOU ALL AT THE CONVENTION!!!

Jim MacDonald, President

The Other Corphibian

Oh, yes, there is more than one! They are both red Loadside. They both float quite well, however this Corphibian has been swimming in the open waters every year since it was completed in 1990.

How the insanity gets started:

Each year in Palm Springs hundreds of Corvair enthusiasts gather for the Great Western Fan Belt Toss and Swap Meet. Going back to about 1987, a select group of elderly or should I say middle-aged children, brought their radio-controlled toy boats with them to play in the pool at the host hotel. For the most part these were hand-made kits of Tug Boats, Fire Boats, and even an Everglades Air Boat. One guy even had a Submarine, and another a radio controlled "Go Ball".

Now I remembered in the December, 1981 CORSA *Communique* there was a great article on Mr. Richard Hulten's amphibious 1962 Loadside. This prototype of a recreational vehicle really caught my eye. A one-of-a-kind novelty, a Corvair, a radio-controlled Corvair? How about a scale model of the Corphibian to play in the pool with all the other big boys from the San Diego Corvair Club. Perhaps even races! Could it be done?

Construction begins:

Two major components were needed. First a truck body and second a radio-controlled drive train.

Buoyancy is a concern with the weight of the controllers, batteries and motors. The best material I could think of is a high-density styrofoam used for refrigerator

continued on Page 3

Valveeta goes to Mexico - continued from page 3

The next day was an exploration of several villages around the area. We would make our way back north tho to wind up in La Mission overlooking the ocean at night. Our main objective was to go to Puerto Nuevo. This is a small ocean-side village renowned for the 32 restaurants in a few-block area that all specialize in Lobster. Tonight was crustacean night. The only question was choosing the restaurant. Waiters were on the street with signs showing their lobster specials. We finally settled on a nice place with three tails and a full dinner and margaritas for \$11 each. Now them's eatin!

Final day it was a leisurely drive back home. The border crossing is an adventure. It is always slow moving and running the gauntlet of street vendors. My favorite is a guy trying to sell a medium-size vanity and a mirror to a couple ahead of us in a Miata. If you didn't buy it while in Mexico, you can sure buy it here.

All in all it was a great trip and I look forward to venturing even further south in Baja on another occasion. The roads are good unless you venture off into the boondocks like we did. Check over your FC, carry the needed parts, plan your adventure, and go!

Valveeta may be 37 years old and just rolled over 300,000 miles, but remember we can still make our Corvairs mechanically new for trips like this. Or in the worst senario, fix almost anything in a parking space. After a good washing and cleaning, the 'Brier is ready to go again. So what will be the next adventure for Valveeta and me?

Dave Palmer

About the Due Notice on Your Address Label

At this writing (June 12), Bob and I are leaving for the summer. We will be in our Ultra Van until around September 20th. As a result, we have had to print up two sets of labels for David; one for July August, and one for the September-October issue. We cannot anticipate whose of you who will pay your dues, so, if you pay your dues, and your label still says "DUE", and your check is not cashed immediately, have no fear, we will get to it when we get home.

While we are on the subject of Dues, if you pay them on time, we will not have to send you a reminder postcard, (not that we mind), but with the price of post-cards going up . . . well you understand.

Diane

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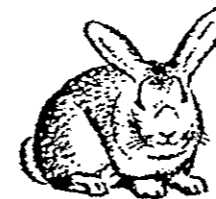


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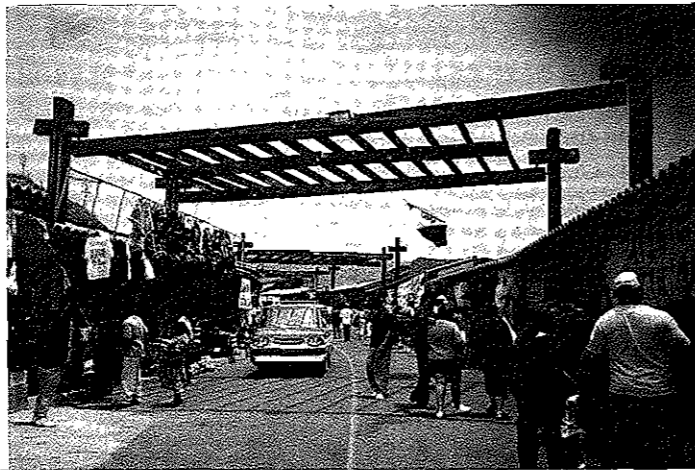
Valveeta Goes to Mexico

This past May it was time for a little trip. My traveling buddies Brian and Teri wanted to get away for a few days and get some sun. Unfortunately there was little sun, but we had a great time anyway.

Destination.....Baja Mexico. This was not the first time Valveeta and I would venture south of the border, but it would be the furthest yet. Our trip would last five days and traverse some 800 miles on Mexican highways and back roads. With a copy of "Camping Mexico's Baja" we were able to find some great places to set up the Greenbrier Single Family Home. Some places even had flush toilets and hot showers. Although we had to pay as much as \$7.00 to stay in these upwardly fancy establishments. As you may have guessed, I like to camp in remote places. Like on a bluff overlooking the ocean where we can watch Dolphins playing in the surf and Pelicans skimming the water. All together nowAAAAAHH! Well, it's true.

After loading up with essential parts...By the way there is all kinds of room in the fender wells, under the battery and over the muffler, without disrupting air flow! Man, I had a long list of parts that fortunately I did not need. But we all know Murphy's Law. Next went in the camping gear for three people. Fill the gas tank at \$2.30 a gallon and a complete mechanical check-over finished the list.

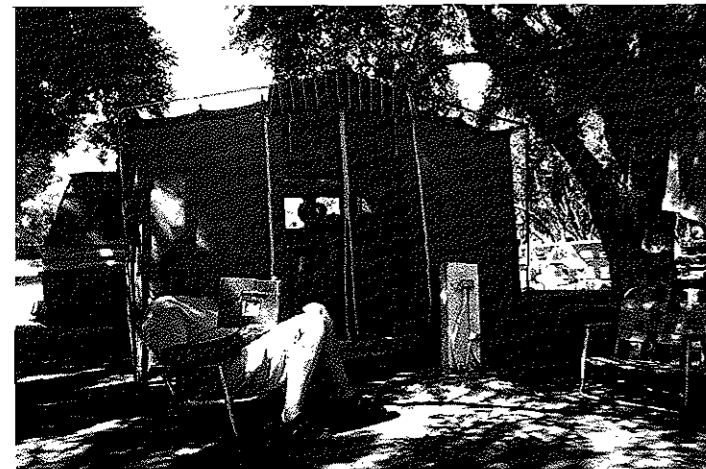
We left mid-morning for our first stop well past the border crossing in Tijuana to the ocean-side village named LaMission. A good comfortable drive from home. As with most of our destinations we had the pick of the park as to where we wanted to set up camp. Out came the tent



little village named Guadalupe. Main street is narrow and paved, all other streets . . . aren't. There is a beautiful church, Santa Guatalupe, still under construction, and the last of the Spanish Missions to be built on the west coast of Baja and California. With only a few adobe foundations left, the locals could not understand why we were even interested in the site. We camped at Rancho Sordo Mundo, a ranch and school for poor and orphan deaf children. The only one in Mexico, it was established by a couple who moved here from Oklahoma. The facility is supported by donations and the camp fee helps the operation. Once again we had the place to ourselves. All the very cold showers we wanted were included here, no extra c-c-charge.

The next day we continued south on Highway 1 to La Bufadora, one of the local sights . . . when the waves come in they hit the rocks and go Boof! Well, when in the area you have to go to the Boof! This was a winding mountain road along the coast and can be a real challenge to FC brakes on the down-hill grade. We wound up later heading inland again due to the overcast skies. This is wine country, so we drove off the Libre Highway 1 on a dirt road several miles to the Domecq Winery. Now we looked like real travelers, with Valveeta covered with dust in the hot, hot sun . . . show me some of that grape juice! By the way, when you do wine tasting here, they half fill the glass wish eech twipe off winn yu thry . . . so we bought about six bottles. Only a couple of them made it home. Back on Highway 1 we decided to make a wrong turn and venture about 15 miles on a wash-board dirt road. Finally next to a field of zucchini squash we asked some local farmer if this was the road to Santo Tomas. He took a long look at the white guys in the funny-looking van and with a tooth grin . . . had only one . . . pointed back up the wash-board. One thing about when I travel, there are no inconveniences, only adventures! Finally that evening we made it to Santo Tomas. Hot showers and rocking flush toilets. I call 'em the lazy-bowl recliners. This time we had to share the camp with one other couple and unfortunately Jake Brake's all night. We didn't notice how close we were to the highway, and the hill, and the speed bumps in town and the main highway. Oh well, it could have been worse. We could have had even more mosquitos too . . .

Continued on page 5



attached to the 'Brier and out came my father's 1958 two-burner Coleman stove. Us Corvair guys never throw anything away! For a camp fire I packed several of those pre-pressed fake-o fire logs. They burn for several hours and are a lot less trouble than fire wood. Crack open a bottle of wine, cut some cheese, a few crackers and French bread and all together nowAAAAAHH!

Day two we ventured south to Ensenada, a tourist town where the cruise ships come in. Quickly escaping the hustle and bustle, we headed inland on the Highway 3 to a

Words from the Editor continued from page 2

Wisconsin summer afternoon, but I really must get on with pasting up the first draft of the July-August issue of *CorvanAntics*. See you at the Convention.

David A. Hartmann,

Editor

Note:

For some reason, even after two urgings, I have not received President Jim's Letter. Since it is past the time when I need to get the newsletter out, I have improvised, tongue-in-cheek. I hope you don't mind, but everything was pasted up and ready to go with enough space for Jim's letter. It is too late to revise and nothing else to fill his space. I hope he, and you, take it as a joke, as intended.

Also, I apologize, somehow I got the beginning of the Corphibian story on page 4 after the continuation on page 3. Oops!!!



"The road to success is marked with many tempting parking spaces."

- Unknown

"No sense in being pessimistic. It wouldn't work anyway."

- Unknown

"There's only one endeavor in which you can start at the top, and that's digging a hole."

- Unknown

Corvanatics

is pleased to announce:

From the Idle Mind Workshop

POWERGLIDE TRANSMISSIONS

More than You ever Wanted to Know

by

Bob Ballew

This is a 91-page booklet comprised of articles written by Bob over the years. Some have been published in the *CORSA Communique*, *CorvanAntics*, and *Whales on Wheels*. Most have not been published, deemed to long and too technical. This is not a booklet on "How to Fix", it is a booklet on "How does it Work, and Why". It covers early models, late models, and 140 transmissions, and their differences, Vacuum Modulator, Governors, Shortening or Lengthening a shift cable, purpose of Downshift Timing Valve, and it's correct installation, and other tidbits of information.

Bob has graciously allowed us to sell these as a CORVANATICS fundraiser. They are priced at \$10.00 each ppd. You can combine this with your dues renewal for a year for \$15.00 Send your check to:

CORVANATICS

Diane Galli, Sec.-Treas.

5000 Cascabel Road

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These will be available at the Convention in St. Charles. Mail order delivery will be 1st week in October. We are on the road. Diane

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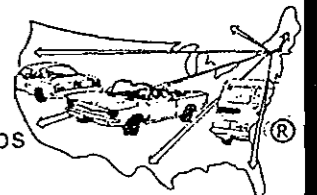
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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

Dues are \$6.00 per year and must be sent to Diane Galli. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available at the following rates: Full page: \$25; Half page: \$15; Quarter page: \$10; Business Card (2x3.5) \$5. Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads (black & white, if possible) are \$6 each. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October or December.

Web Page address: <http://www.corvair.org/chapters/corvanatics/>

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